INTERNATIONAL RIDE OPERATOR CERTIFICATION
AREA ACCESS CONTROL STANDARDS OF PERFORMANCE
(revised April 9, 2020)

1. iROC Critical Component Standards of Performance for Area Access Control require operators/attendants to confirm the ride perimeter is secure prior to ride start or dispatch. Per the iROC Instructor and Operator Resource Manuals, operators/attendants must verify the security of the entrance gate/entry point and the exit gate/exit point prior to ride start or dispatch.[1] iROC Critical Component Standards of Performance do not specify a method for verifying ride perimeter security, although the most frequently used method is for the operator to engage the locking mechanism on the gate and then physically push and pull on the gate to ensure it is secured.

2. Recently, and in light of the Covid-19 pandemic, iROC facilities have raised concerns about Area Access Control procedures and, specifically, concerning the need for operators/attendants to handle entrance and exit gates to confirm ride perimeter security. IRT is issuing this memorandum to address these concerns and offer recommendations for Area Access Control in light of the potential need for continued social distancing even after stay-at-home orders have been lifted.

3. At the outset, and to state the obvious, the safety of guests and employees is IRT's top priority. We know the same is true for each of our clients. Consequently, regardless of the Covid-19 pandemic and any health concerns that may continue to exist in the future, ride perimeter security must be maintained so that guests and employee safety is maximized during operation. Depending upon the infrastructure present in a facility or the ability of a particular facility to implement any of the recommendations below, either throughout the facility or at a particular ride location, ride operators/attendants may still be required to conduct physical entry and exit point checks that may require physical contact with perimeter gates. In short, IRT does not believe that a ride

[1] The standard of performance for Area Access Control also requires ride operators/attendants to visually confirm that perimeter fencing within the field of vision is secure. Since this is a visual confirmation, health concerns grounded in the need for physical contact with ride structures like gates are not implicated and thus this issue is not addressed in this memorandum.

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operator/attendant can be 100% distanced during normal operation or can perform necessary safety tasks without ever touching anything at the ride location. Consequently, IRT recommends that iROC facilities train and encourage operators/attendants to follow public health recommendations with regard to hand washing, hand sanitizing, and touching of the face to reduce any potential exposure from touching ride surfaces.

4. For the sake of clarity, IRT is not requiring adherence to the recommendations discussed below. A facility may elect to continue verifying perimeter security in accordance with existing iROC-compliant procedures and will remain in compliance with iROC Standards of Performance. Nonetheless, to the extent that reasonable health concerns – particularly in the wake of the Covid-19 pandemic – may be present with regard to the Area Access Control process, these recommended procedures should be considered options for iROC facilities that are fully compliant with iROC Standards of Performance.

5. **Interlocked Magnetic Exit / Entry Gates**: Some facilities have in recent years introduced magnetically locked gates that are interlocked to the ride start/dispatch control such that the ride cannot be started if the magnetic lock is not engaged. Subject to the issue discussed below, these interlocked magnetic exit/entry gates obviate the need for physical entry/exit gate checks. A visual confirmation of the gate security is sufficient in these circumstances. IRT cautions, however:

    a. To avoid the need for physical checks of gate security, control interlocks must be designed to sense the engagement of the lock as opposed to merely the activation of the electromagnetic force. In other words, an interlock that merely senses when the magnet is activated, but cannot sense that the gate is actually in a closed position, does not necessarily indicate perimeter security is achieved. In those circumstances it is possible for the magnetic lock to be activated, but for the gate to nonetheless be open when the ride starts. Subject to the recommendations for non-interlocked magnetic exit/entry gates below, interlocks of this design will still require physical checks to ensure the gate is fully secured. IRT understands that the majority of interlocked magnetic gates installed at iROC facilities are interlocked to sense perimeter gate closure and not simply magnetic activation so this issue should not be a concern as to most existing interlocked magnetic gates.

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6. **Non-Interlocked Magnetic Exit/Entry Gates**: Some facilities have installed magnetic locks on exit/entry gates that are not interlocked to the ride start/dispatch control. At these ride locations, the ride may, therefore, be started with the entrance/exit gates unsecured. Because these magnetic locks are not interlocked to the ride control system, operators/attendants cannot generally rely on the lock alone to verify area access control visually.

    a. Visual confirmation of a non-interlocked magnetic exit/entry gate is permitted if the gate is designed in a way that provides an unmistakable indication that it is not secured even if the lock is activated. An unmistakable indication is one that is apparent to ride operators/attendants when visually inspecting the gate. One example of an unmistakable indication is the installation of a self-opening mechanism on the gate, such as an elastic or spring, that pulls the gate away from the magnetic lock such that the gate remains ajar if the lock is not engaged. Operators/attendants are thus able to determine visually whether the gate is secure and may take appropriate action to secure the gate if it is not.

    b. Gates that will appear closed, even if the magnetic lock is not activated, will require physical verification of perimeter gate security. Methods of physical verification are discussed below.

7. **Physical Gate Checks:** For gates that are manually secured or for gates with non-interlocked magnetic locks that do not feature an unmistakable indication as described above, physical gates checks will remain necessary to ensure entry/exit security. As noted above, the most frequently used method of ensuring gate security is to engage the locking mechanism and then push and pull on the gate with the hand to ensure it is secure. While this is the most frequently used method, it is not the only means of verifying perimeter security that is compliant with iROC Critical Component Standards.

    a. Where a physical check of perimeter gates is necessary, operators/attendants are not required to use their hands. Operators/attendants can verify perimeter gate security equally effectively using their feet and knees. To verify the security of entry/exit gates in this manner, operators/attendants should gently use his/her foot or knee to push the gate fully closed until the latch

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or magnetic lock engages.[2] Once the lock is engaged, operators/attendants use the foot or knee to push on the gate to ensure it is fully closed and the lock is fully engaged. Operator/Attendants then place a foot under the gate and, using the toe and top of the shoe, pull back on the gate to ensure it is secure. While admittedly unorthodox, this procedure reduces the need for employees to touch the top of the gate, which is likely to be the area of the gate most frequently touched by guests, while still physically verifying perimeter security.

8. **Mechanical Gate Latches/Locks**: Facilities that use mechanical gate locks that are not controlled from the operator control station have few options to limit operator/attendant physical contact while locking or releasing gates. To reduce exposure from physical contact with mechanical locks and latches, IRT recommends that iROC facilities advise guests as part of the end of ride spiel that the operator/attendant will open the gate and politely request that riders wait for the gate to be opened before exiting the ride area. This process may reduce, but will not likely eliminate, exposure to operators caused by guest contact with mechanical gates and latches. Operators/attendants may unlock the gate and, once open, stand in front of the locking mechanism to shield it from guest contact until all riders have exited the area and the gate is re-secured.

[2] Manually operated mechanical locks and latches will likely require physical contact with operators to ensure they are secured and released properly. This issue is discussed in more detail below.

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